

Washington State Bicycle and Pedestrian Advisory Committee Meeting

Saturday, October 5, 2002
9:00am – 3:30pm
WSDOT Eastern Region Construction Training Room
2714 N. Mayfair
Spokane, WA 99207

Meeting Summary

Attendance

BPAC Citizen Members:

Mark Semrau, Chair and Puget Sound Rep.
Ernie Grillo, Puget Sound Representative
Todd Smith, Vice-Chair and North Central Representative
David McCullough, Olympic Area Representative
Denise Ortiz, Eastern Area Representative
Gary Pezoldt, County Representative

Others:

A. Michèle Maher, Transportation Commissioner
Jerry Lenzi, WSDOT Eastern Regional Administrator
John Mercer, City of Spokane's Planning Director
Shannon Amidon, Spokane Regional Transportation Council
Jessica Hill, Spokane Regional Transportation Council
Dave Olson, WSDOT Design Office
Dave Anderson, Senior Planner, Washington State Office of Community Development
Barbara Culp, Director, Bicycle Alliance of Washington

BPAC Ex Officio Members (WSDOT):

Jana Augustine, Eastern Region
TJ Nedrow, Olympic Region
Bob Caldwell, Northwest Region
Matt Wisen, North Central Region
Donna Storeide, South Central Region
Faye Jenkins-Edwards, WSDOT Southwest Region

WSDOT Community Partnership Program Staff:

Paula Reeves, Bike/Ped Coordinator

Introductions

Mark Semrau called the meeting to order at 9:15 a.m.

Public Comment

No comments from the public.

Approval of Prior Meeting Summary from the June Meeting:

No meeting summary approval at this meeting.

Region Updates - All

All the updates, distributed at the meeting, are available as separate pages. Contact Paula Reeves 360-705-7258 or Reevesp@WSDOT.WA.GOV to receive copies.

Presenting Transportation Issues and Implications - A. Mich  lle Maher, Transportation Commissioner

Commissioner Maher discussed current trends, issues and implications (Power Point note pages available). The population is up 43% and jobs are up 58% since 1980. Vehicle registration is up 57%, transit and vanpool riders are up 75%, ferry passengers are up 59% on the west side, and vehicle miles are up 88% statewide since 1980. Additionally, bicycle and walking have increased in Washington State. Bicycling has increased by 75% since 1990.

Bicycle and pedestrian facilities are playing an increasingly important role. Colville, Washington was awarded a WSDOT Project Excellence Award in 2001 for its highly successful strategic downtown revitalization. This was a public private partnership. The project was initiated as a result of a WSDOT repaving project on US 395 through the downtown, including bicycle and pedestrian improvements. Using WSDOT paving dollars, the community leveraged \$13.1 million in federal, state and local dollars. Newport, Washington had suffered a long economic decline and is now seeing new investments following WSDOT's improvements of SR 12, including bicycle and pedestrian improvements. The community leveraged \$3.7 million dollars to help create a more walkable downtown and an improved streetscape. In University Place, Washington, a major roadway renovation, including bicycle and pedestrian facilities resulted in a 45% increase in retail growth and 7.3% increase in annual sales tax revenue.

For 2001, numbers are available for four bicycle touring companies. These four groups alone generated \$5 million dollars for the local economy through bicycle tourism. Over 250,000 bicycle tourists were also passengers of Washington State Ferries. Additionally, WSDOT has over 2,000 miles of state highway that serves as bicycle touring routes.

Bicycle and pedestrian facilities also save communities and taxpayers money by providing a healthier way for children to get to school (average cost to transport a student to school by bus is \$3,000 per student per year).

She discussed some past accomplishments and suggested next steps. The committee discussed how bicycle and pedestrian projects are currently prioritized and possible work to improve the current process.

Discussing What Bicycle and Pedestrian Facilities Mean to Spokane and the Region - John Mercer, City of Spokane's Planning Director, Shannon Amidon and Jessica Hill, Spokane Regional Transportation Council

John Mercer talked about the City of Spokane and gave an overview of some of the city's accomplishments and challenges. He described the pedestrian bridge system in the City of Spokane and discussed the city's new planning approach called "Centers and Corridors".

Shannon Amidon and Jessica Hill discussed the grant they recently received from FHWA. Spokane was selected as one of nine cities nation-wide to host a series of Walkable Community Workshops. Spokane was successful in receiving the grant because of their partnership, both public and private. Shannon asked the committee for feedback and some discussion followed. A Power Point presentation is available upon request (contact Paula Reeves 360-705-7258 or Reevesp@wsdot.wa.gov). They provided a website for additional information: www.SRTC.org.

Shoulder Rumble Strips on Undivided Highways - Dave Olson, WSDOT Design Office

Dave Olson talked about run-off-road accidents, divided and undivided highway systems, and rumble strip applications for both types of highway systems. WSDOT needs to include rumble strips on undivided highways, but wants to strike a balance with the needs of bicyclists. He asked for the committee's help in developing a process for locating rumble strips. His recommendations are discussed in detail in Briefing Paper #1 provided at the meeting.

Summary of Discussion from the Committee members:

- Responding to questions, Dave Olson said the State prefers to do milled-in rumble strip patterns vs. the rolled-in rumble strips. There are three studies, Pennsylvania, Colorado, and California, evaluating depths and widths of rumble strips. The State of Washington has been using ½" deep with 8" wide rumble strips.
- Commissioner Michèle Maher suggested including "developing bicycle touring routes" along with existing bicycle touring routes as areas where the bicycle community should be very involved in the process.
- David McCullough pointed out that the issue is really that the best, most effective rumble strip locations for drowsy drivers are also the worst locations for bicyclists.
- Ernie Grillo suggested that the mild treatment rumble strips (less deep) would wake anyone up who was not abnormally impaired. He asked who WSDOT was trying to keep on the road with these rumble strips (e.g., intoxicated people, people under the influence of narcotics).
- Several members discussed debris on the shoulder as a problem, particularly if rumble strips are added. The debris makes the usable shoulder even narrower. More frequent shoulder sweeping would help.
- T.J. Nedrow suggested that the group work with Maintenance to notify them of problem areas.
- Barbara Culp asked if rumble strips have been proven to be the most effective counter measure.
- Dave Anderson suggested that noting in the policy that trade offs, including the less aggressive rumble strip (not as deep), were made for the safety of bicyclists.

Todd made a motion to "further study and document the impacts of rumble strips". Ernie Grillo made a friendly amendment to **further study and document the impacts of rumble strips, as well as continuing to evaluate the recommended criteria and work with Dave to develop a modified version of his proposed criteria-based site selection approach.** Dave McCullough 2nd the motion and the motion carried.

Non-Motorized Facilities and Washington's Growth Management Act -Dave Anderson, Senior Planner, Washington State Office of Community Development

Dave Anderson discussed the existing requirements in the Growth Management Act related to non-motorized transportation and considerations related to establishment of new requirements within GMA. Briefing Paper #2, distributed at the meeting, provides more detail on this agenda item.

Summary of Discussion from the Committee members:

- Dave Anderson suggested that adding a new requirement to GMA, without dedicated funding, might result in delaying planning work as planners wait to receive funding.
- Paula Reeves said that the Paths and Trails Law makes reference to paths and trails that are included in comprehensive plans and without a requirement to include non-motorized facilities in comprehensive plans, this reference does not mean much.
- Matt Wisen pointed out that some jurisdictions are doing non-motorized planning now and may view another requirement as the state trying to tell them what to do.
- Mark Semrau said that, based on Dave's discussion of timelines, the committee has some time to discuss this and decide on an approach.

Non-Motorized Facilities and Washington's Growth Management Act (continued)

Mark Semrau made a motion to **continue to research adding a requirement to include non-motorized facilities in GMA and work with the Bicycle Alliance on this issue**. Todd Smith seconded the motion. The motion carried.

Bicycle Tourism and Economic Impacts Analysis -Barbara Culp, Director, Bicycle Alliance of Washington, and Faye Jenkins-Edwards, WSDOT SW Region

Barbara Culp discussed a paper written by John McConaughy, WSDOT SW Region. She provided information to BPAC to help them identify strategies that enhance bicycle tourism in Washington State as a way to promote rural economic development. Briefing Paper #3, distributed at the meeting, provides additional detail.

She said she recently met with the Secretary of Transportation, Douglas McDonald who is also a cyclist. He said he wants Washington State to be the best in bicycle tourism state in the country.

Barbara recommended the WSDOT create an improved bicycling map and website.

Summary of Discussion from the Committee members:

- Matt Wisen suggested linking to some additional resources including bike touring guides and website information. For example, adventure cycling website.
- Ernie suggested the committee consider guidebooks with pictures in them. He also suggested consideration of the, "Share the Road" campaign and cited an example of the effectiveness of this campaign along the Oregon Coast.
- Todd described "Interactive Rides". The idea is to get updates on road project dates.

Mark Semrau made a motion that **the committee continue to work with Paula to develop a website that promotes bicycling tourism and continue to research opportunities to further bicycle tourism in Washington**. Todd Smith seconded the motion. The motion carried.

Closing Comments

The committee suggested inviting Transportation Secretary McDonald to come the next meeting in Tumwater. January 25 is the next meeting and it may be in Tumwater or Seattle. Barbara will contact Secretary McDonald regarding this invitation.

Todd Smith made a motion to adjourn. The meeting adjourned at 3:30pm.